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19 JAN 1966

OPCEN  
STATE/RCI  
CINCLANTFLT  
CINCPACFLT  
CINCUSNAVEUR  
CINCLANT  
CINCPAC  
LANTINTCEN  
FICPAC  
COMNAVFORJAPAN  
COMSECONDFLT  
YDHAVQC/CINCEUR  
YHLAKAC/USARPAC  
AFSSO ALCOM/AAC  
AFSSO USAFE  
AFSSO PACAF  
AFSSO USAF  
AFSCC  
YWQLAZC/AFSSO SSD  
YWQLAZC/AFSSO SAC  
YWQLAZC/AFSSO BSD  
YWQLAZC/AFSSO FTD  
YWQLAZC/AFSSO CONAD  
YWQLAZC/AFSSO ACIC  
YWQLAZC/AFSSO AFSC  
YWQLAZC/AFSSO ESD  
INFO FICEUR  
ZEM  
TOP SECRET

*multi*

	ADJUT	
	SEC ER	
	P & OS	
2	CSD	✓
	IPD	
	PD	
	PSD	
	PSD-ICB	
	TID	
4	IAD	
5	PAG	
	DIAXX-4	
6	SPAD	✓
	NSA-LO	
7	DIA-AP	✓

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*read by*  
*Dir*  
*By Dir*  
*Ex Dir*  
*19 Jan 1966*  
*S. J. S.*

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A PHOTOGRAPHIC ANALYSIS BY NPIC OF AIRCRAFT AT MOSCOW/

Declassification Review by  
NGA/DoD

-2-

RAMENSKOYE FLIGHT TEST CENTER FROM MISSION 4022, REVEALS THE PRESENCE OF THREE (3) POSSIBLE V/STOL AIRCRAFT AND ONE (1) POSSIBLE NEW AIRCRAFT. THE 3 POSSIBLE V/STOL AIRCRAFT ARE PARKED ON THE SMALL CENTER PARKING APRON ON THE NORTH SIDE OF THE EAST/WEST RUNWAY. ONE OF THE THREE AIRCRAFT APPEARS TO BE PARTIALLY ASSEMBLED. THE TWO COMPLETED AIRCRAFT HAVE AN OVERALL LENGTH OF APPROXIMATELY [ ] AND A WING SPAN OF APPROXIMATELY [ ] THESE AIRCRAFT HAVE A SIMILAR CONFIGURATION TO THE RYAN XV-5A (THE U.S. VTOL), WHICH HAS AN OVERALL LENGTH OF [ ] AND A WING SPAN OF [ ] THE POSSIBLE NEW AIRCRAFT IS PARKED IN FRONT OF A SMALL CHECK-OUT HANGER NEAR THE EAST END OF THE EAST/WEST RUNWAY. A PORTABLE SCREEN/SECURITY FENCE HAS BEEN POSITIONED ON TWO SIDES OF THE AIRCRAFT. THE AIRCRAFT HAS AN OVERALL LENGTH OF APPROXIMATELY [ ] AND A WING SPAN OF APPROXIMATELY [ ] THE LEADING EDGE OF THE WING IS SWEPT BACK APPROXIMATELY 60 DEGREES AND THE DISTANCE FROM THE NOSE OF THE AIRCRAFT TO THE LEADING EDGE IS APPROXIMATELY [ ] THE WING CONFIGURATION IS DELTA/SWEPT AND IS PROBABLY A LOW WING. THE VERTICAL STABILIZER APPEARS TO BE LOW AND SWEPT. THE HORIZONTAL STABILIZER MAY HAVE SOME NEGATIVE DIHEDRAL.

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FACTORS WHICH COULD AFFECT THE ABOVE ANALYSIS, ARE THE PRESENCE OF ONLY ONE WING ON THE AIRCRAFT, THE SHADOWS CAST ON THE AIRCRAFT FROM THE SCREEN/FENCE, THE CLUTTER OF GROUND SUPPORT EQUIPMENT, HALATION AND THE PROBABLE SERVICING STAND ON THE AFT SECTION OF THE FUSELAGE.

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